

additional measures relating to such protection.

(4) The role of TSA in establishing priorities, developing solutions, and coordinating and sharing information with relevant domestic and international entities during a public health threat to the transportation security system, and how TSA can improve its leadership role in such areas.

The SPEAKER pro tempore. Pursuant to the rule, the gentlewoman from California (Ms. BARRAGÁN) and the gentleman from New York (Mr. KATKO) each will control 20 minutes.

The Chair recognizes the gentlewoman from California.

GENERAL LEAVE

Ms. BARRAGÁN. Madam Speaker, I ask unanimous consent that all Members may have 5 legislative days to revise and extend their remarks and to include extraneous material on this measure.

The SPEAKER pro tempore. Is there objection to the request of the gentlewoman from California?

There was no objection.

Ms. BARRAGÁN. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, I rise today in strong support of H.R. 1895, the Transportation Security Public Health Threat Preparedness Act of 2021.

Protecting our Nation's transportation workforce and the traveling public is front of mind as we attempt to emerge from the COVID-19 pandemic with the looming threat of new variants of the virus.

H.R. 1895 seeks to ensure U.S. transportation systems are better prepared for public health threats by having TSA conduct a study on public health risks in concert with other agencies within the Department of Homeland Security, the Department of Health and Human Services, and industry stakeholders.

Specifically, this bill enhances these efforts, requiring TSA to assess the risk of public health threats to the Nation's transportation security systems and analyze the agency's preparedness to respond to them.

The bill also allows TSA to reassign personnel not engaged in frontline transportation security efforts to other government agencies to improve intergovernmental coordination and response efforts.

I applaud my colleague from Florida (Mr. GIMENEZ) for this timely legislation that prioritizes the health and safety of the traveling public and frontline transportation workers, and I urge my colleagues to support this legislation.

Madam Speaker, I reserve the balance of my time.

Mr. KATKO. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, I rise today in strong support of H.R. 1895, the Transportation Security Public Health Threat Preparedness Act of 2021.

The COVID-19 pandemic tested every aspect of our Nation's infrastructure. The nature of a global pandemic has

brought into focus the impact that transportation systems can have on the spread or control of such pandemics.

This legislation, sponsored by my friend and colleague, Mr. GIMENEZ, ensures that the risks of the COVID-19 pandemic are analyzed by TSA and that it takes the appropriate steps to be prepared should another public health emergency ever occur.

Given the importance of the transportation system in the economy and everyday life of this country, it is paramount that the Federal Government ensure better preparedness and resilience of the system.

Madam Speaker, I urge all Members to join me in support of H.R. 1895.

Madam Speaker, I yield 2 minutes to the gentleman from Florida (Mr. GIMENEZ).

Mr. GIMENEZ. Madam Speaker, I rise today in support of my legislation, H.R. 1895, the Transportation Security Public Health Threat Preparedness Act. This is an important piece of legislation that will help ensure America's transportation systems are better prepared for future public health threats. The current COVID-19 pandemic has only further underscored the importance of keeping our TSA officers safe.

Specifically, this bill directs TSA to conduct an analysis of looming public health risks to all components of our transportation systems, working with the Chief Medical Officer at the Department of Homeland Security, the Department of Health and Human Services, and its transportation stakeholders. The analysis will describe TSA's security checkpoint policies and procedures to protect TSA personnel, passengers, aviation workers, and airport personnel from public health threats.

Additionally, this bill instructs TSA to brief Congress on this analysis following its conclusion so that we may rectify or codify any important recommendations so we can protect our officers and our transportation systems from public health risks.

Madam Speaker, I thank my colleagues who joined me on this legislation, and I urge the House to swiftly pass this bill.

Ms. BARRAGÁN. Madam Speaker, I reserve the balance of my time.

Mr. KATKO. Madam Speaker, I have no further speakers, I urge Members to support this bill, and I yield back the balance of my time.

Ms. BARRAGÁN. Madam Speaker, I yield myself the balance of my time.

Madam Speaker, enactment of H.R. 1895 will support our efforts to mitigate future public health threats to our Nation's transportation systems.

We have witnessed the daunting effects of the pandemic over the past year and must be prepared for future public health threats to avoid repeating the same tragedies again.

Ensuring TSA is equipped with the right information on public health

threats and prepared to combat them with interagency coordination will be essential to protecting our transportation system, transportation workers, and the traveling public. This bill furthers that effort.

Madam Speaker, I urge my colleagues to support H.R. 1895, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from California (Ms. BARRAGÁN) that the House suspend the rules and pass the bill, H.R. 1895.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. MOORE of Alabama. Madam Speaker, on that I demand the yeas and nays.

The SPEAKER pro tempore. Pursuant to section 3(s) of House Resolution 8, the yeas and nays are ordered.

Pursuant to clause 8 of rule XX, further proceedings on this motion are postponed.

SECURITY SCREENING DURING COVID-19 ACT

Ms. BARRAGÁN. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 1877) to require the Transportation Security Administration to issue a plan to improve security screening procedures at airports during the COVID-19 national emergency, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 1877

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "Security Screening During COVID-19 Act".

SEC. 2. PLAN.

(a) *IN GENERAL.*—Not later than 90 days after the date of the enactment of this Act, the Administrator, in coordination with the Chief Medical Officer of the Department of Homeland Security, and in consultation with the Secretary of Health and Human Services and the Director of the Centers for Disease Control and Prevention, shall issue and commence implementing a plan to enhance, as appropriate, security operations at airports during the COVID-19 national emergency in order to reduce risk of the spread of the coronavirus at passenger screening checkpoints and among the TSA workforce.

(b) *CONTENTS.*—The plan required under subsection (a) shall include the following:

(1) An identification of best practices developed in response to the coronavirus among foreign governments, airports, and air carriers conducting aviation security screening operations, as well as among Federal agencies conducting similar security screening operations outside of airports, including in locations where the spread of the coronavirus has been successfully contained, that could be further integrated into the United States aviation security system.

(2) Specific operational changes to aviation security screening operations informed by the identification of best practices under paragraph (1) that could be implemented without degrading aviation security and a corresponding timeline and costs for implementing such changes.

(c) *CONSIDERATIONS.*—In carrying out the identification of best practices under subsection

(b), the Administrator shall take into consideration the following:

(1) Aviation security screening procedures and practices in place at security screening locations, including procedures and practices implemented in response to the coronavirus.

(2) Volume and average wait times at each such security screening location.

(3) Public health measures already in place at each such security screening location.

(4) The feasibility and effectiveness of implementing similar procedures and practices in locations where such are not already in place.

(5) The feasibility and potential benefits to security, public health, and travel facilitation of continuing any procedures and practices implemented in response to the COVID-19 national emergency beyond the end of such emergency.

(d)CONSULTATION.—In developing the plan required under subsection (a), the Administrator may consult with public and private stakeholders and the TSA workforce, including through the labor organization certified as the exclusive representative of full- and part-time non-supervisory TSA personnel carrying out screening functions under section 44901 of title 49, U.S. Code.

(e)SUBMISSION.—Upon issuance of the plan required under subsection (a), the Administrator shall submit the plan to the Committee on Homeland Security of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate.

(f)ISSUANCE AND IMPLEMENTATION.—The Administrator shall not be required to issue or implement, as the case may be, the plan required under subsection (a) upon the termination of the COVID-19 national emergency except to the extent the Administrator determines such issuance or implementation, as the case may be, to be feasible and beneficial to security screening operations.

(g)GAO REVIEW.—Not later than one year after the issuance of the plan required under subsection (a) (if such plan is issued in accordance with subsection (f)), the Comptroller General of the United States shall submit to the Committee on Homeland Security of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a review, if appropriate, of such plan and any efforts to implement such plan.

(h)DEFINITIONS.—In this section:

(1)ADMINISTRATOR.—The term “Administrator” means the Administrator of the Transportation Security Administration.

(2)CORONAVIRUS.—The term “coronavirus” has the meaning given such term in section 506 of the Coronavirus Preparedness and Response Supplemental Appropriations Act, 2020 (Public Law 116-123).

(3)COVID-19 NATIONAL EMERGENCY.—The term “COVID-19 national emergency” means the national emergency declared by the President under the National Emergencies Act (50 U.S.C. 1601 et seq.) on March 13, 2020, with respect to the coronavirus.

(4)PUBLIC AND PRIVATE STAKEHOLDERS.—The term “public and private stakeholders” has the meaning given such term in section 114(t)(1)(C) of title 49, United States Code.

(5)TSA.—The term “TSA” means the Transportation Security Administration.

The SPEAKER pro tempore. Pursuant to the rule, the gentlewoman from California (Ms. BARRAGÁN) and the gentleman from New York (Mr. KATKO) each will control 20 minutes.

The Chair recognizes the gentlewoman from California.

GENERAL LEAVE

Ms. BARRAGÁN. Madam Speaker, I ask unanimous consent that all Members may have 5 legislative days to revise and extend their remarks and to include extraneous material on this measure.

The SPEAKER pro tempore. Is there objection to the request of the gentlewoman from California?

There was no objection.

Ms. BARRAGÁN. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, I rise today in strong support of H.R. 1877, the Security Screening During COVID-19 Act.

This legislation, introduced by my colleague from Missouri (Mr. CLEAVER), directs the Transportation Security Administration to issue a plan to reduce the spread of the COVID-19 virus at passenger screening checkpoints and among the TSA workforce.

To date, over 8,200 TSA employees have tested positive for the coronavirus, and tragically, 17 workers have died from the disease.

As Americans begin to travel again, we must take steps to guarantee the safety of critical frontline workers and air passengers from the dangers posed by the virus, including the delta variant and other variants that could come our way.

Under H.R. 1877, the TSA Administrator would coordinate with the Department of Homeland Security's Chief Medical Officer, the Department of Health and Human Services, and the CDC to develop a plan that identifies best practices among foreign governments, airports, air carriers, and other Federal agencies regarding COVID-19. Together, they will pinpoint specific operational challenges that TSA can make to further reduce the spread of the coronavirus at airports across the Nation, building on the actions TSA has taken over the past year.

COVID-19 has made it clear that public health is a global issue that requires a global response. That is why the United States must work with our international partners on how best to stop the spread of disease in transportation security settings, end this pandemic, and prevent future outbreaks.

TSA routinely participates in the international exchange of information to enhance global aviation security, share its expertise, and reduce threats across the globe.

Given the unprecedented challenge of the COVID-19 pandemic to today's air travel environment, TSA must capitalize on its international partnerships to identify new ways to enhance its security operations and contain this virus. H.R. 1877 will push TSA to do just that to protect the workforce and passengers.

Madam Speaker, I urge my colleagues to support this legislation, and I reserve the balance of my time.

Mr. KATKO. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, I rise today in support of H.R. 1877, the Security Screening During COVID-19 Act.

The COVID-19 pandemic has tested our Nation's preparedness on many fronts. Like in so many other areas, it is important that we emerge from this pandemic stronger than when it start-

ed. This legislation seeks to make our aviation security more resilient by requiring TSA to develop a plan for screening operations during the pandemic.

Madam Speaker, I urge Members to join me in supporting H.R. 1877. I congratulate my colleague and friend from Missouri (Mr. CLEAVER).

Madam Speaker, I have no further speakers, I urge Members to support this bill and I yield back the balance of my time.

Ms. BARRAGÁN. Madam Speaker, I yield myself the balance of my time.

Madam Speaker, H.R. 1877 received unanimous support in our committee because it is a commonsense legislation that will keep Americans safe. The coronavirus pandemic is not yet over, and TSA must work with national and international partners to implement new strategies to stop the spread of disease and prepare for the future.

The Security Screening During COVID-19 Act will push TSA to build upon its current efforts to ensure the agency is doing everything possible to protect the workforce and passengers.

Madam Speaker, I urge my colleagues to support H.R. 1877, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from California (Ms. BARRAGÁN) that the House suspend the rules and pass the bill, H.R. 1877, as amended.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. MOORE of Alabama. Madam Speaker, on that I demand the yeas and nays.

The SPEAKER pro tempore. Pursuant to section 3(s) of House Resolution 8, the yeas and nays are ordered.

Pursuant to clause 8 of rule XX, further proceedings on this motion are postponed.

TRANSPORTATION SECURITY TRANSPARENCY IMPROVEMENT ACT

Ms. BARRAGÁN. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 1871) to improve the understanding and clarity of Transportation Security Administration policies, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 1871

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the “Transportation Security Transparency Improvement Act”.

SEC. 2. SENSITIVE SECURITY INFORMATION; INTERNATIONAL AVIATION SECURITY.

(a)SENSITIVE SECURITY INFORMATION.—

(1)IN GENERAL.—Not later than 90 days after the date of the enactment of this Act, the Administrator of the Transportation Security Administration (TSA) shall—